

I have been working on this legislation for several months, but decided that now is the appropriate time, because it has the potential to provide much needed economic stimulus. People will keep more of their money with these deductions, and will not be encouraged to pay high fees and risk losing their homes. I think that the time is right to restore the deductibility of personal interest and I would urge my colleagues to support this legislation.

**AIR TRANSPORTATION SAFETY  
AND SYSTEM STABILIZATION BILL**

SPEECH OF

**HON. ROSA L. DeLAURO**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 21, 2001*

Ms. DELAURO. Mr. Speaker, today I rise with troubled conscience, to vote for the Air Transportation Safety and System Stabilization Bill. The events of September 11, 2001 marked one of the darkest moments in our country's history. On that day, terrorists struck at the heart of our social and economic fabric and the ripple effects of this tragedy are still being felt. In particular, the airline industry was severely impacted, resulting in tremendous economic hardship for the carriers, the people who work for them and the travel industry as a whole. This bill will allow the airlines to continue flying; provide for the security of our airports and airways; and grant critical compensation to the families of victims of last week's heinous and barbaric attack. For these reasons, I hesitate to vote no.

Nonetheless, the bill does little for more than a hundred-thousand workers laid off as a result of this tragedy, nor does it help the employees in associated industries, such as engine and parts manufacturers, hotels, restaurants, travel agencies, limousines and rental car services, and all the others now facing lay-offs. I have serious reservations that if these concerns are not addressed in concert

with this legislation, millions of laid-off workers and their families will be left behind with no guarantee that they will retain their unemployment benefits, health care benefits or receive any re-training opportunities.

The security provisions in this bill do not go far enough. The airline industry has repeatedly fought the government tooth and nail over increased airline and airport security measures and efforts to improve customer service. We cannot afford for them to fail, but they deserve a stern warning, not just a check.

I had sincerely hoped that last week's tragic events would have brought this Congress together in a bipartisan fashion to help everyone facing economic hardship. I look forward to legislation next week that brings relief and protection to those already unemployed and to the thousands of additional workers whose jobs are in jeopardy.

**AIR TRANSPORTATION SAFETY  
AND SYSTEM STABILIZATION ACT**

SPEECH OF

**HON. JANICE D. SCHAKOWSKY**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Ms. SCHAKOWSKY. Mr. Speaker, every single member of this body and every person in this country understand fully that a functioning airline industry is vital to the functioning of our country. Yet I stand in opposition to this legislation. Why?

Because, remarkably, this bill completely ignores the heroes in the airlines industry who were and are most deeply and personally affected by the September 11 atrocities. I am speaking of the pilots who fly the airplanes, the flight attendants, the baggage handlers, the mechanics, the ticket agents—the workers who are now losing their jobs as a result of the September 11 attacks.

You can look through every line of every page of this bill and you won't find a single

mention of them. But those airline executives who earn over \$300,000 will find a whole section of this bill devoted to them. It says that they can continue earning the same amount they did in year 2000, compensation amounting to \$35 million for one CEO, \$16 million for another, and \$12 million for a third. And if those CEO's decide they've had enough, this bill says their golden parachute can be twice their salary.

But not a word about the up to 100,000 airline industry workers who will lose their jobs even if we pass this bill. An angry and hurt Association of Flight Attendants says, "It's sad how quickly those who sacrifice to make our great country work, even in these times of tragedy, get left out when corporations go asking for taxpayer money." These workers are going to lose their jobs, and this bill says nothing about their loss of income, their loss of health insurance, nothing about job retaining.

Some other people are missing from this bill—passengers. Without them, no amount of money will save the airline industry. Yet nothing in this bill addresses the reason why airports are quiet and airplanes are nearly empty, why business travelers, vacationers, families, conventioners are changing their plans and staying home or driving. That reason is simple: Fear of flying. In this entire bill there are only two sentences that refer to airline safety and then only in passing. If passengers are looking for a list of measures that will be implemented to make airplanes and airports more secure, they better not look in this bill. If they are looking for a security timetable, they won't find it here.

I stand here tonight ready to help the airline industry—but not just a part of it. Those who say they will help the workers next week or next month must be asked, Why not tonight? To those who tell consumers to wait for airline safety measures, I ask, Why can't they be part of this package? Are they less deserving, less important, less needy? We can go back and within hours add them. Then I would gladly and proudly vote yes.